

PHILADELPHIA MARKETS

PROVISIONS

The market ruled firm with a fair looking... The market ruled firm but quiet. The Pennsylvania Sugar Company's quotations...

REFINED SUGARS

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DAIRY PRODUCTS

CHEESE—Demand was fairly active and the market ruled firm under light offerings...

POULTRY

LIVE—Choice stock and fairly ruled firm with supplies well under control...

FRESH FRUITS

Choice stock sold fairly and values generally well maintained. Apples, peaches, grapes...

VEGETABLES

White potatoes were scarce and firm with demand equal to the offerings. Other vegetables were generally quiet...

GRAIN AND FLOUR

WHEAT—Receipts, 70,105 bush. There was a fair export demand and prices ruled firm...

RYE—Receipts, 16,497 bush. The market ruled firm under light offerings...

BARLEY—Receipts, 70,105 bush. Demand was moderate and prices very firm...

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of third, and Konechky was forced at second on a close play, Byrne to Nischoff. No runs, one hit, no errors.

FIFTH INNING Chappelle chased Paskert back almost to the left field bleachers for his long drive. Alexander faired well on three pitched balls...

SIXTH INNING Stock continued his brilliant work by making a splendid stop of Ragan's hard drive over second. Alexander used a slow ball with good effect on Snodgrass...

SEVENTH INNING Alexander got himself in a hole with Wilhoit, but pulled himself together and tossed him out. Konechky hit the first ball pitched to Nischoff...

EIGHTH INNING Paskert robbed Chappelle of a hit by making a great running catch of a line drive from the flag pole. Commonly batted for Egan and lifted an easy fly that was captured by Nischoff...

NINTH INNING After Alexander put two straight strikes across on Snodgrass, the Boston center-outfielder, Nischoff was an easy out at first. Nischoff then made a brilliant stop of Maranville's grounder...

LOCAL BANKS' LOANS LARGER Gain of More Than \$5,000,000 in Week. Surplus Bigger.

For the third week in succession the members of the Philadelphia Clearing House Association show an increase in loans, the gain this week being \$5,280,000.

NEW YORK, Oct. 2.—The only changes in the foreign exchange market in the early dealings today were slightly easier quotations for francs and rubles.

ALEX BEATS THE BRAVES 2 TO 0 Continued from Page One center, Nischoff making the catch. Ragan missed two swings from the right side of the plate and then switched to the opposite...

FOURTH INNING Maranville hit the first ball pitched on a line to deep left, but Whitted was playing right field for him and pulled it down. His last got over in back of second for Wilhoit's grounder and made a clever play in throwing out the runner at first. Stock knocked down Konechky's wicked smash with his glove hand, but could not recover in time to get the runner. Konechky being credited with a single, Smith hit by Byrne in back...

DAUGHTER OF BREWER AND MOTORIST VANISH Continued from Page One and Market streets. It is a Buick roadster and had been left at the garage about midnight by the detective and his companion...

Within half an hour the Third District, at Third and De Lancey streets, flashed back word that an automobile of the make and color of the Michell machine had crossed the ferry from Kaighn's Point, Camden, to Chestnut street.

Mr. Bergner now believes that Bew was taken along by the couple as a witness of the robbery.

Discovery of the automobile led Mr. Bergner to communicate with the police of New York in an effort to stop them. He believes that they boarded a New York train after leaving the automobile behind in the city.

This clue, promising at first, evaporated. No further trace of the machine's subsequent course was obtained until Detective Marks learned that a green car similar to that owned by Michell had been left at the Market street garage.

At the Michell establishment, on Market street west of Fifth, it was said that Mr. Michell had telephoned this morning that he would not be at his desk until noon. He had gone to Avalon for the week-end and had been detained, was the explanation given.

Mr. F. J. Michell, mother of the young man, lives at Morton and Ridley avenues, Ridley Park, inquiry at her home elicited the statement that the missing man was on his way to his office in this city, whether he had been at his home overnight could not be ascertained.

Mrs. Michell asserted that she was certain that the trip was not an imposture. Her son has no intention of making any money so far as she knows, she declared.

Mr. Bergner himself is nearly distracted by the strange disappearance of his daughter.

"She left our home at Fourteenth street and Avalon avenue for a ride with Mr. Michell, and certainly, I thought, did not intend to go far," he said. "She was not dressed for a long journey. She had on a white dress with a pink sash, and over that wore a so I rushed to Philadelphia. I have not heard of rough blue material. I have got out all night and with the worry and fatigue I am nearly worn out."

1914 TRANSIT PACT COVERS NEW LINES

Continued from Page One the formulation of the proposition and led the debate in the Council chamber when the agreement was threshed out.

LETTER UNAUTHORIZED The mysterious letter sent to Mayor Smith by the Philadelphia Chamber of Commerce recommending the selection of W. Barclay Parsons, of New York city, as an expert to participate in the transit pact conference between the city and the Philadelphia Rapid Transit Company was never specifically authorized either by a vote of the general body or of the executive committee of the chamber.

This fact was established today by a personal canvass of the members of the executive committee. Not only was the letter sent without any vote of authorization, it was established that only one member of the entire committee would develop the fact that he knew of such a letter before the matter was published in the newspapers, and this man said the matter had been discussed only in a general way.

Every indication points to the fact that the letter was drawn up by Howard B. French, president of the Chamber of Commerce, and Alva B. Johnson, president of the Baldwin Locomotive Works and one of the vice presidents of the commerce body. The actual writing of the letter was left to N. H. Kelly, general secretary of the chamber.

FAVORED OUTSIDE AID While the members of the executive committee today could not tell of any meeting where the letter to Mayor Smith was planned, it was recalled that a resolution was adopted by the chamber several months ago, and before the primary elections, urging that an expert be brought to this city to help untangle the controversy over construction plans which developed upon the publication of the Twining emancipated transit plan. The effect of this would have been to postpone the vote on the \$66,100,000 loan.

The name of Mr. Parsons was brought forward at that time by Mr. Johnson, according to a member of the executive committee. There was no thought at that time, however, that the expert should give consideration to the question of arranging the terms of the lease of the subway and elevated lines.

Ernest T. Trigg, the first member of the executive committee to be questioned, was asked: "So far as your personal knowledge goes, was there ever any meeting, either of the general body or of the executive committee, where the letter to the Mayor was authorized?" "No," was Mr. Trigg's response.

"Had you ever heard of the letter before you read it in the newspapers?" he was asked. "No," Mr. Trigg replied. In answer to a question as to the time the resolution recommending an outside expert was passed, Mr. Trigg replied that he did not remember the date.

OTHER MEMBERS MUTE An attempt was made to ask Charles J. Cohen the same questions, but before one question had been stated he interrupted and referred all queries to President French. When Charles J. Cohen was asked the first question, as to whether the letter had ever been authorized at any meeting, either of the executive committee or of the general body, his reply was a simple "No."

"I prefer to make no comment about it at all. I don't want to be interviewed. Thank you. Good-by." Thomas E. Harrison, in answer to the first question, replied: "You'll have to ask Mr. Cope, head of our publicity bureau. The reason I say that is that our committee decided that no news member has must be given out through our bureau."

"But, Mr. Harrison," his questioner interposed, "it is not a matter of publicity. These questions concern your own personal experience and it cannot be presumed that Mr. Cope is able to answer them." "Well, I refer you to Mr. Cope. It is an agreement of our committee."

H. K. Mulford, one of the vice presidents of the chamber, was asked: "So far as your personal knowledge goes, was there ever any meeting, either of the general body or of the executive committee, where the letter to the Mayor was authorized?" "No," responded Mr. Mulford.

"Had you ever heard of the letter before you read it in the newspapers?" "I had. I was present at meetings of the executive committee several months ago when this question was in controversy. We had decided at that time that the matter had become so involved with personalities and politics that an unbiased outsider, an expert, should be brought in to clear it up. We decided that the Chamber of Commerce, at its own expense, should employ this expert and give his services to the city."

Mr. Parsons offered his services for \$5500, which was a low figure for such an expert as he, but the executive committee after much discussion concluded that it would be inadvisable to go to that much expense. So we had to give it up."

SUGGESTED BY MR. JOHNSON. "Who first suggested the name of Mr. Parsons as an expert?" Mr. Mulford was asked. "I think Mr. Johnson was the first person to suggest it."

"Had you an opinion on what outside expert should be called before Mr. Parsons' name was suggested?" "No," Mr. Johnson is and has been the best informed man on transit matters in the Chamber of Commerce. I am willing to accept his opinion. Mr. Johnson has always been active of behalf of the people, and I am willing to accept his opinion. When a chemical or a health question comes up in a meeting I am willing to accept the opinions of chemists or physicians attending that meeting. I think a great mistake is being made in objecting to Mr. Parsons. He is the greatest expert in the United States, and I believe he is the best man to frame this agreement—I do, absolutely!"

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Where the other members of the committee, do you think, willing to accept the opinion of Mr. Johnson—the opinion that he was the first to express that Mr. Parsons should be engaged?" Mr. Mulford was asked.

"Mr. Johnson is the best informed man in the committee on transit matters, and every one knows Mr. Parsons' ability."

CALWELL DOESN'T KNOW Charles S. Calwell, when asked to discuss the mysterious letter, said: "I did not attend the last two directorate meetings and do not know if Mr. French's letter was brought up or discussed. I never heard of the letter until I read of it in the newspapers. I do not know if it was sent by Mr. French personally or under instructions from the board of directors. I have never seen the letter, do not know its contents and do not know any one who has seen it."

Conferences between the city representatives on the P. R. T. board and Mr. Parsons are to begin tomorrow, according to present plans. Mr. Parsons said that he has at the request of Transit Director William S. Twining to meet Mayor Smith and the other conference. It is accepted as virtually certain that he will be engaged by the Mayor.

NEW ISSUE

\$1,250,000 THE AUTOCAR COMPANY FIRST MORTGAGE 5% SERIAL GOLD BONDS To be dated as of October 1, 1916 Due semi-annually from April 1, 1917, to October 1, 1921. Inclusive, in installments of \$125,000 each. Interest payable April 1st and October 1st. Coupon bonds in the denomination of \$1,000, negotiable as to principal. Callable as a whole, but not in part, at 102 1/2 and interest.

THE PENNSYLVANIA COMPANY FOR INSURANCES ON LIVES AND GRANTING ANNUITIES, PHILADELPHIA—TRUSTEE Free of Pennsylvania State Tax Interest payable without deduction of normal Federal Income Tax

We summarize as follows from a letter from David S. Ludlum, Esq., President of the Company: COMPANY was incorporated in Pennsylvania in 1899 and is engaged in the manufacture and sale of commercial automobile trucks of 1 1/2 to 2 tons capacity. Its trucks are owned and operated by over 4,000 different concerns, comprising firms of the highest business standing in the United States. The Adams Express Co. owns and operates over 400 Autocars.

PROPERTY—The general offices and plant of the Company are located on the Main Line of the Pennsylvania Railroad at Ardmore, Pennsylvania. The Manufacturers' Appraisal Company, under date of September 26, 1916, states that the replacement value of the Company's property at present prices is in excess of \$1,400,000.

SECURITY—The bonds will be secured by a first closed mortgage on all the property of the Company. From October 1, 1916, to April 1, 1918, the Company will maintain quick assets in excess of all liabilities (other than this issue), of not less than \$1,250,000, of which not less than 50% shall consist of cash and accounts and notes receivable in the Company's hand not discounted, and from April 1, 1918, to October 1, 1921, the Company will covenant to maintain said net quick assets in an amount not less than \$250,000 in excess of the total amount of bonds of this issue outstanding at any time.

EARNINGS—The books of the Company, as audited by Messrs. Lybrand, Ross Brothers & Montgomery, show net earnings for the past two years and eight months of over \$500,000 per annum after making ample allowances for depreciation.

CAPITAL STOCK—Outstanding \$2,000,000. LEGALITIES subject to the approval of George Wharton Pepper, Esq., and Messrs. Roberts, Montgomery & McKeehan.

DELIVERY, IF, WHEN AND AS ISSUED TO US. PRICE—100 AND INTEREST, YIELDING 5 PER CENT. Pending the conclusion of necessary legal work and the delivery of the definitive bonds, we are prepared to deliver temporary receipts of The Pennsylvania Company for Insurances on Lives and Granting Annuities, Trustee, bearing interest at the rate of 5%.

Descriptive Circular on Request MONTGOMERY, CLOTHIER & TYLER 133-135 SOUTH 4th STREET PHILADELPHIA UNION BANK BUILDING PITTSBURGH This information and these statistics are not guaranteed, but have been obtained from sources we believe to be accurate.

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Mr. Bergner went to his office at Thirty-second and Thompson streets, but was somewhat exhausted to transact business. He returned after a few minutes to City Hall and set out again with Detective Marks.

Advertisement for Pennsylvania Vacuum Cup Tires, featuring a large image of a tire and the text 'PENNSYLVANIA VACUUM CUP TIRES'.

Advertisement for Pennsylvania Bar Circle Tires, featuring a large image of a tire and the text 'PENNSYLVANIA BAR CIRCLE TIRES'.

Advertisement for Pennsylvania Rubber Co., featuring a large image of a tire and the text 'PENNSYLVANIA RUBBER CO. 306 NORTH BROAD ST., PHILADELPHIA, PA.'

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